

UTAH DEPARTMENT OF TRANSPORTATION

ANNUAL STATISTICAL SUMMARY

OFFICE OF POLICY AND SYSTEMS PLANNING

DECEMBER, 1981

UTAH DEPARTMENT OF TRANSPORTATION

Transportation Commissioners

FY'81

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INTRODUCTION

This report provides a summary of three reports which have been published separately in the past. These publications were entitled: "Annual Plan Report", "Annual Highway Statistical Summary" and "Mileage by System".

This report has been prepared to serve two needs: first, to have the data most frequently requested by other agencies readily available for distribution, and second, to provide a convenient source of historical reference material for use by the Department's staff and the Transportation Commissioners.

This summary is not intended to be detailed but is limited to data of general interest and which, experience has shown, to be most in demand.

TABLE OF CONTENTS

Statistical Summary Page

Transportation Systems	1
Figure I - Comparison Travel Demand and Mileage	3
Figure II - Growth of the Highway System	4
Figure III - Utah Traffic Trends	5
Figure IV - State Road Surfaces	6
Figure V - State, City and County Road Surfaces	7
Figure VI - Consumption of Motor Fuels & Aviation Fuel	8
Transportation Finances	9
Table 1 - State Highway User Revenue (FY'81)	11
Table 2 - Distribution of Highway User Revenue	12
Table 3 - Distribution of Funds to Local Governments	13
Table 4 - History of Allocations to Local Governments	14
Table 5 - Distribution of Aviation Revenue (FY'81)	15
Table 6 - City and Town Street Funds (1980)	16
Figure VII - Comparison of Revenue & Expenditures	17
Table 7 - County Road Funds (1980)	18
Figure VIII - Comparison of Revenue & Expenditures	19
Table 8 - Apportionment of Federal-Aid	20
Table 9 - Federal Fund Apportionments & Obligations	21
Table 10 - History of Federal Funds Obligated	22
Table 10-A - Interstate Programs	23
Table 10-B - Primary Programs	24
Table 10-C - Secondary Programs	26
Table 10-D - Urban Programs	27
Table 10-E - Bridge Replacement Programs	28
Table 10-F - Off-Systems Programs	29
Table 10-G - Safety Programs	31
Table 10-H - Miscellaneous	32

APPENDIX

Mileage Classified by System	Pink
Status of the Collector Road Program	Green
Collector Fund Distribution FY'81	Blue
"B" and "C" Fund Distribution FY'81	White

STATISTICAL SUMMARY

Transportation Systems

As illustrated by Figure 1, total reported road mileage increased by 150 miles from 49,548 miles in 1979 to 49,698 miles in 1980. The counties and cities gained 62 and 26 miles respectively. State Highways Mileage increased by 99 miles, and mileage in Federally owned areas declined by 37 miles. The net gain by cities and counties is primarily attributed to the addition of local roads through development of subdivisions. West Valley City mileage is not reflected in the 1980 figures. It is anticipated that the 1981 mileage data will show a significant shift from counties to cities due to the incorporation of the State's third largest city. The reported increase in State road mileage was primarily due to more precise road inventory methods. A detailed stratification of total mileage by system, political jurisdiction, and surface type is provided in the appendix of this report.

Vehicle miles of travel in the State remained about the same in 1980 as the previous year at 9.8 million vehicle miles of travel. This leveling off of travel growth reflects the effects of higher gasoline prices on travel habits of the motoring public. It also represents a continuing break in the historical trend of travel growth. This is the second consecutive year since the gas rationing years of World War II that travel has not shown a significant annual growth. In the last ten year period (1970 to 1980), travel in Utah has grown at an average annual rate of 4.6 percent. It is expected that this diversion of travel growth from the normal trend is only a temporary condition. Utah's strong population growth and diversified economy will continue to generate significant travel demand causing travel to rebound to a positive growth pattern. Although it is not anticipated that average growth will reach the magnitude it has in the past, it is expected to equal projected annual population growth of three percent. This estimate is based on the tenuous assumption that conditions in the Middle East will not significantly impact petroleum availability in the United States.

As shown by Figure III, traffic accidents, injuries and the fatality rate declined over the decade from 1970 to 1980. These reductions have occurred while travel on Utah's Highways has increased by a substantial 57 percent. Specifically, accidents have declined by 4 percent from 35,700 in 1970 to 33,700 in 1980. Injuries have decreased 9 percent from 17,080 to 15,600, and the death rate has declined a significant 39 percent from 5.6 deaths per million of vehicle of travel in 1970 to 3.4 in 1980. The number of fatalities in 1980 of 335 was exactly the same as that in 1970.

These long term reductions in accidents and injuries in light of substantial travel growth are attributable to a multiple of factors. However, to a large extent these reductions are due to the Interstate System, which by all measurements is a safer, more efficient transportation facility than conventional highways.

Associated with the volume of travel on a highway system is the type of roadway surface needed to provide an adequate level of service. As illustrated by Figures IV and V, State System roads are 97.7 percent bituminous or higher grade surface, whereas, 42.7 percent of the total State, City and County roads are bituminous or higher grade.

Figure VI illustrated growth pattern on a fiscal year basis related to the consumption of gasoline, special fuel, and aviation fuel. Taxable gasoline consumption in the State declined 6.4 percent from 672 million gallons in 1980 to 629 in 1981. This represents the third consecutive year in which consumption has declined, and from a historical stand point it simulates conditions which existed during the gas rationing years of World War II, in the same pattern as discussed under travel patterns.

An analysis of travel trends in relation to consumption indicated that travel has remained relatively constant during the last three years whereas, consumption is the result of increased utilization of smaller more fuel efficient automobiles. Evidently mileage efficiency is growing at about 3.5 percent per year. Therefore, until such time as traffic counts show a significant gain in travel, it is anticipated that gas tax revenue which is based on a fixed rate per gallon will not flatten out and probably decrease over the long term.

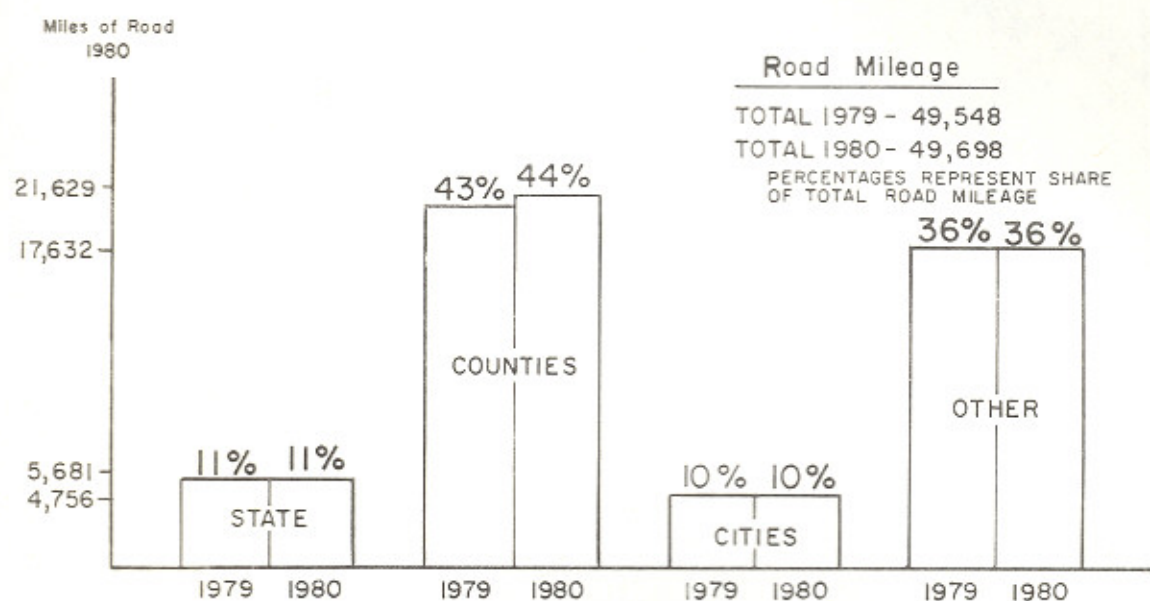
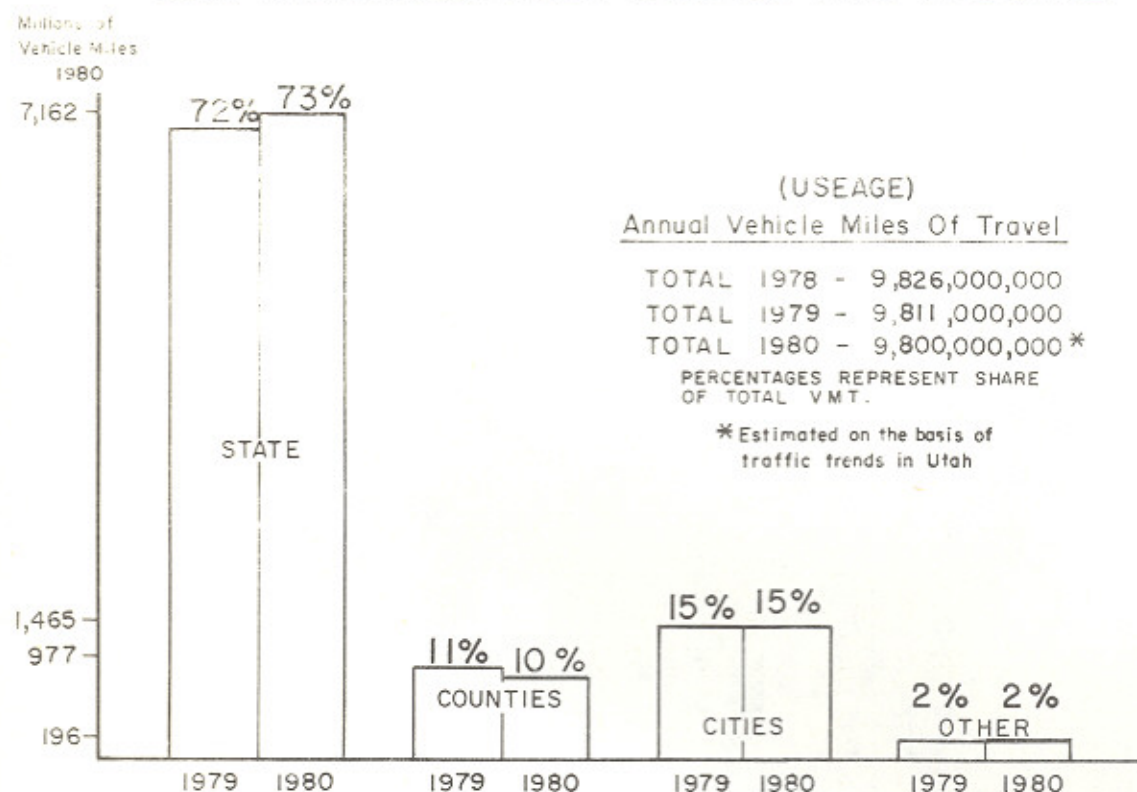
Taxable gallons of special fuel declined 3.4 percent between fiscal year 1980 and 1981, from 116 million gallons to 112 million gallons. This reduction represents a significant change from previous years. In the last decade special fuel consumption has grown 47.2 million gallons in Fiscal Year 1970 to 116.3 percent in Fiscal Year 1980. This represents a 146 percent increase and an annual average yearly increase of 9.4 percent. The diversion from this trend in 1981 is due primarily to a change in collection procedures for Special Fuel tax receipts. This change is discussed in the financial section of this report.

As shown in Table 9, Federal-Aid Highway Funds apportioned to Utah during Fiscal Year 1981 amounted to \$107.8 million. This represents a substantial gain from the previous year total of \$90.3 million. The \$17.5 million increase was due primarily to Interstate Discretionary funds. In 1981, \$14.3 million was allocated to Utah compared with the previous year allocation of 92.1 thousand. In regular apportionments Utah received \$93.5 million compared with the previous year of \$90.2 million. The increase of \$3.2 million was due to their gain in interstate resurfacing funds and the primary highways apportionment.

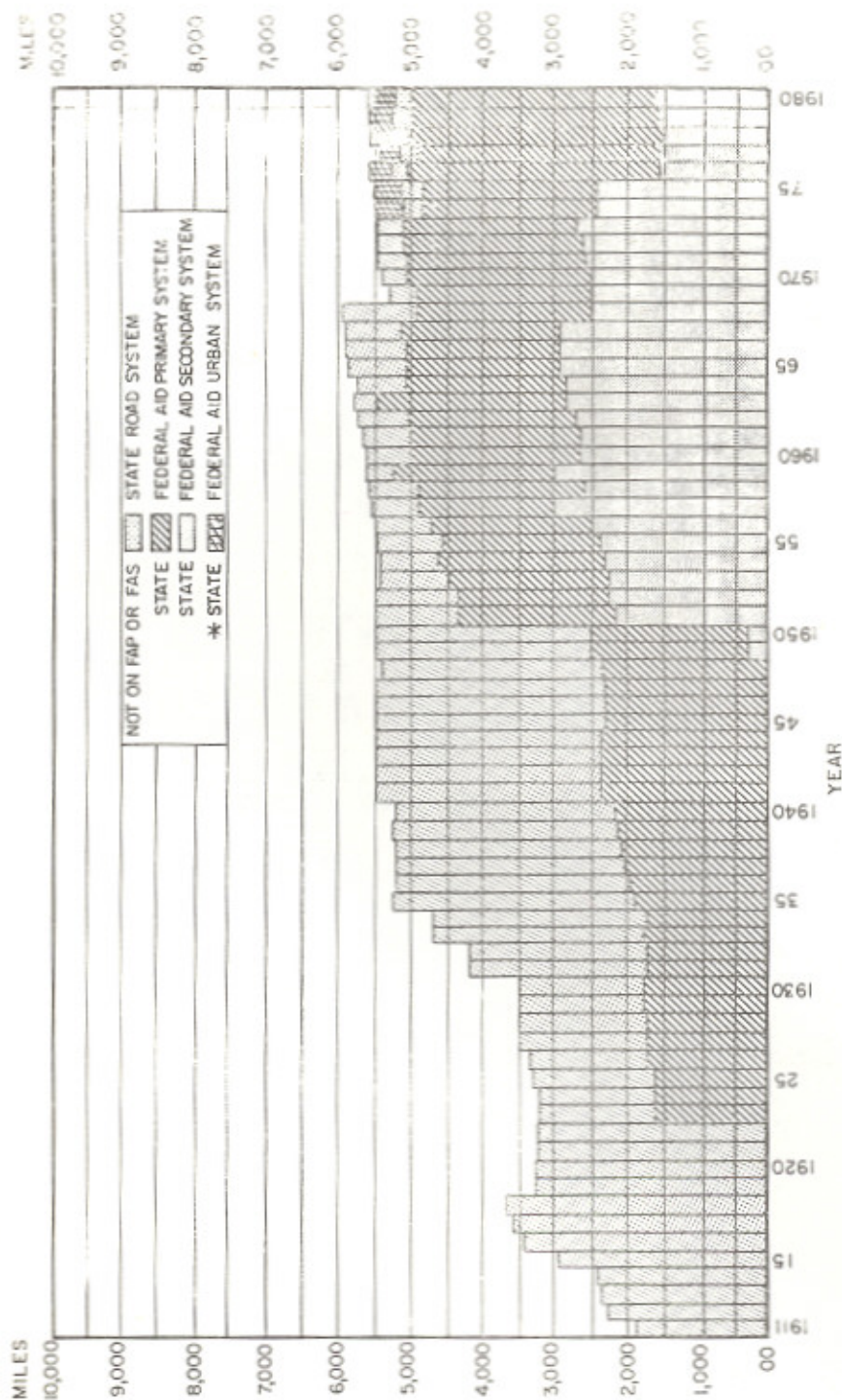
Table 10 provides a detailed breakdown of the various categories of Federal-Aid Programs and their status as of June 30, 1981. Tables 11 thru 11-H provides an annual history of Federal-Aid funds obligated by the Department

FIGURE I

COMPARISON BETWEEN USEAGE AND MILEAGE










GROWTH OF THE STATE ROAD SYSTEM (AS OF DEC. 31, 1980)



* THE 1973 FEDERAL HIGHWAY ACT CREATED A FOURTH SYSTEM ESTABLISHED IN EACH ORGANIZED AREA. THIS SYSTEM IS REFERRED TO AS THE FEDERAL AID URBAN SYSTEM.

FIGURE III

UTAH TRAFFIC TRENDS: 1970-1980

UTAH TRAFFIC TRENDS: 1970-1980				THOUSANDS OF VEHICLES																	1046	1049
	70-80	79-80		664	698	736	777	810	896	928	962	1014										
MOTOR VEHICLE REGISTRATIONS	58 %	0 %		1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980								
UP				THOUSANDS OF DRIVERS																		
				615	572	650	665	721	729	759	771	773	795	820								
LICENSED DRIVERS	33 %	3 %		1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980								
+				BILLIONS OF MILES																		
				6.23	6.68	7.11	7.42	7.61	8.10	8.59	9.05	9.83	9.81	9.80								
VEHICLE MILES TRAVELED	57 %	0 %		1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980								
+				NUMBER OF DEATHS																		
				335	337	382	361															
DEATHS	0 %	2 %		1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980								
DOWN				THOUSANDS OF INJURED																		
				17.08	18.07	18.26	18.42															
INJURIES	9 %	25 %		1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980								
DOWN				THOUSANDS OF ACCIDENTS																		
				35.17	39.11	39.86	38.23															
ACCIDENTS	4 %	17 %		1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980								
-				DEATHS PER 100 MILLION VEHICLE MILES																		
				5.58	5.30	5.48	4.96															
MILEAGE DEATH RATE	39 %	2 %		1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980								

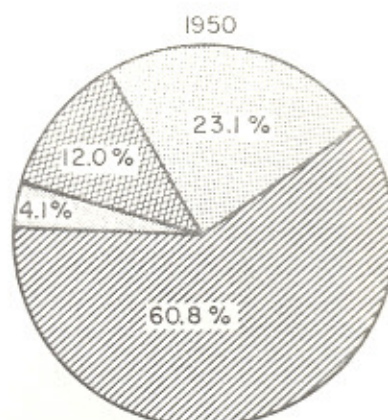
DATA SOURCE: The Utah Department of Transportation compiles and submits information annually to the Federal Highway Administration (FHWA) for publication in their annual report Highway Statistics. The current year's figures for registered vehicles and licensed drivers may be adjusted in future reports to coincide with future FHWA publications. Vehicle miles of travel figures prior to 1977 were adjusted to reflect travel in National Forest Areas, Bureau of Land Management Areas, etc. Succeeding years include this travel. For the year 1980 travel was estimated on the basis of traffic trends in Utah.

FIGURE IV

STATE ROADS

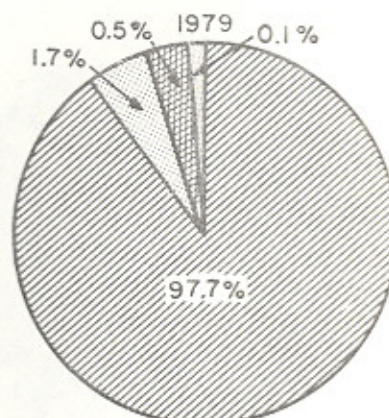
	1950	% of Total
Bituminous or Higher	3,314.4	60.8 %
Gravel	1,257.3	23.1 %
Graded & Drained	655.7	12.0 %
Primitive & Unimproved	222.0	4.1 %
Total	5,449.4	

Does not include proposed mileage



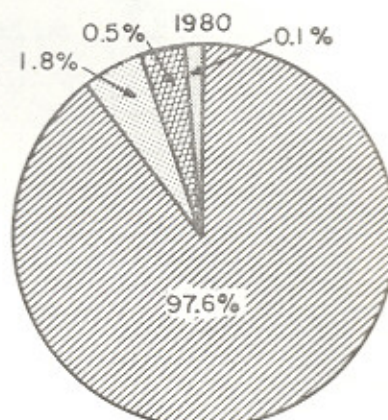
	1979	% of Total
Bituminous or Higher	5,455.0	97.7 %
Gravel	96.7	1.7 %
Graded & Drained	2.5	0.1 %
Primitive & Unimproved	28.2	0.5 %
Total	5,582.4	

Does not include proposed mileage



	1980	% of Total
Bituminous or Higher	5,431.1	97.6 %
Gravel	97.8	1.8 %
Graded & Drained	2.5	0.1 %
Primitive & Unimproved	28.1	0.5 %
Total	5,559.5	

Does not include proposed mileage



LEGEND

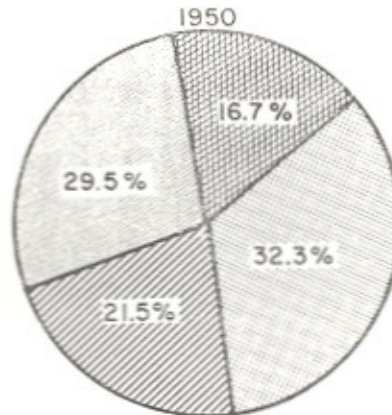
	Bituminous or Higher
	Gravel
	Graded & Drained
	Primitive & Unimproved

FIGURE V

TOTAL STATE, CITY AND COUNTY ROADS

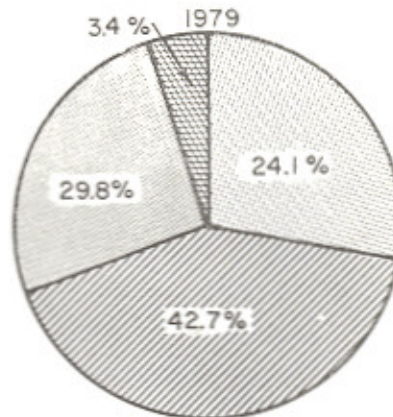
	1950	% of Total
Bituminous or Higher	5,264.2	21.5%
Gravel	7,916.9	32.3%
Graded & Drained	4,085.6	16.7%
Primitive & Unimproved	7,207.5	29.5%
Total	24,474.2	

Does not include proposed mileage



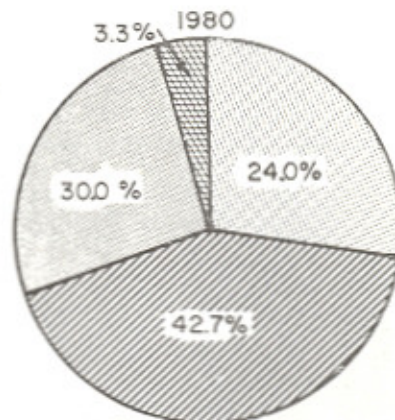
	1979	% of Total
Bituminous or Higher	13,616.0	42.7%
Gravel	7,695.7	24.1%
Graded & Drained	1,062.9	3.4%
Primitive & Unimproved	9,504.6	29.8%
Total	31,879.2	

Does not include proposed mileage



	1980	% of Total
Bituminous or Higher	13,643.0	42.7%
Gravel	7,663.0	24.0%
Graded & Drained	1,063.1	3.3%
Primitive & Unimproved	9,576.1	30.0%
Total	31,945.2	

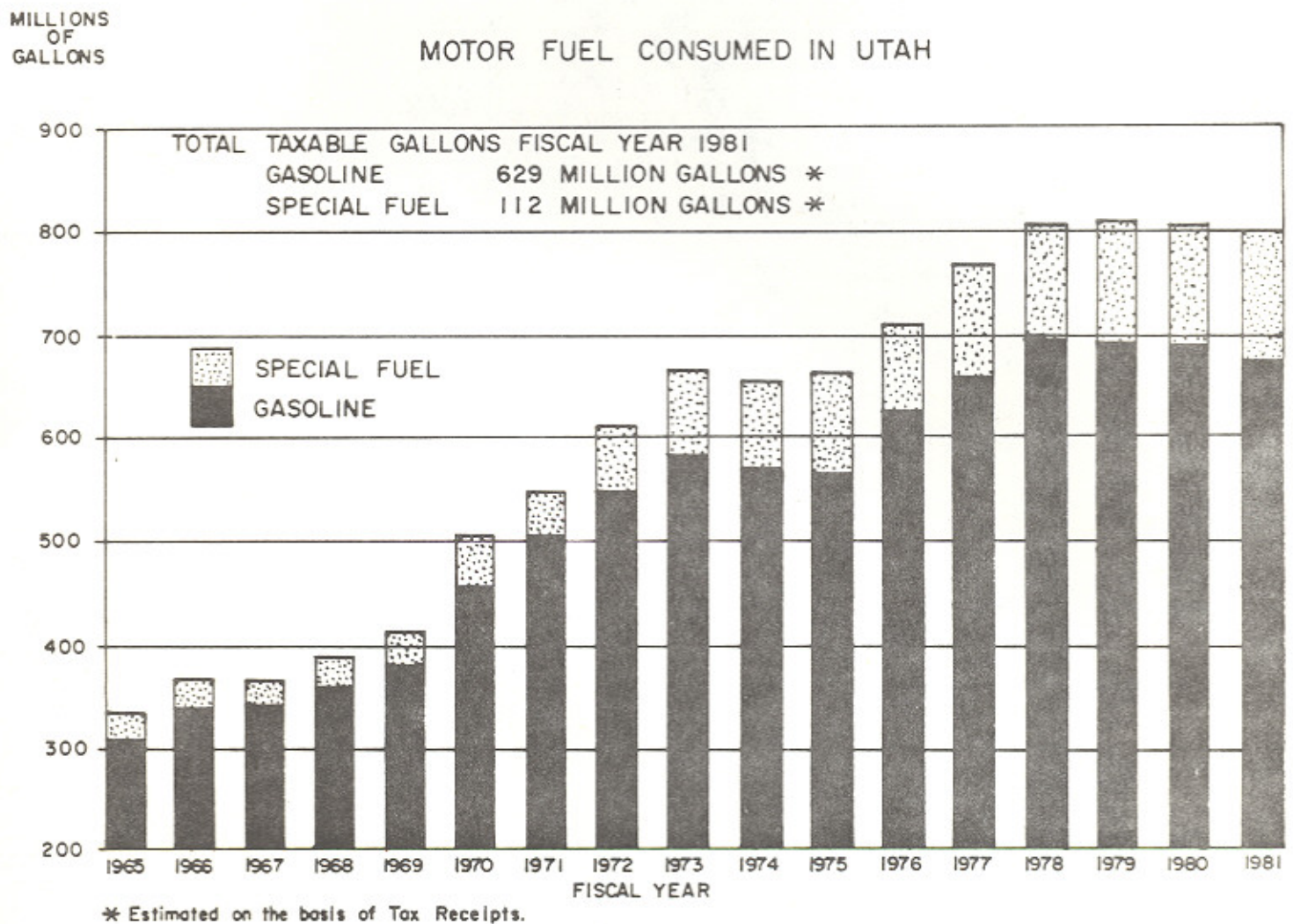
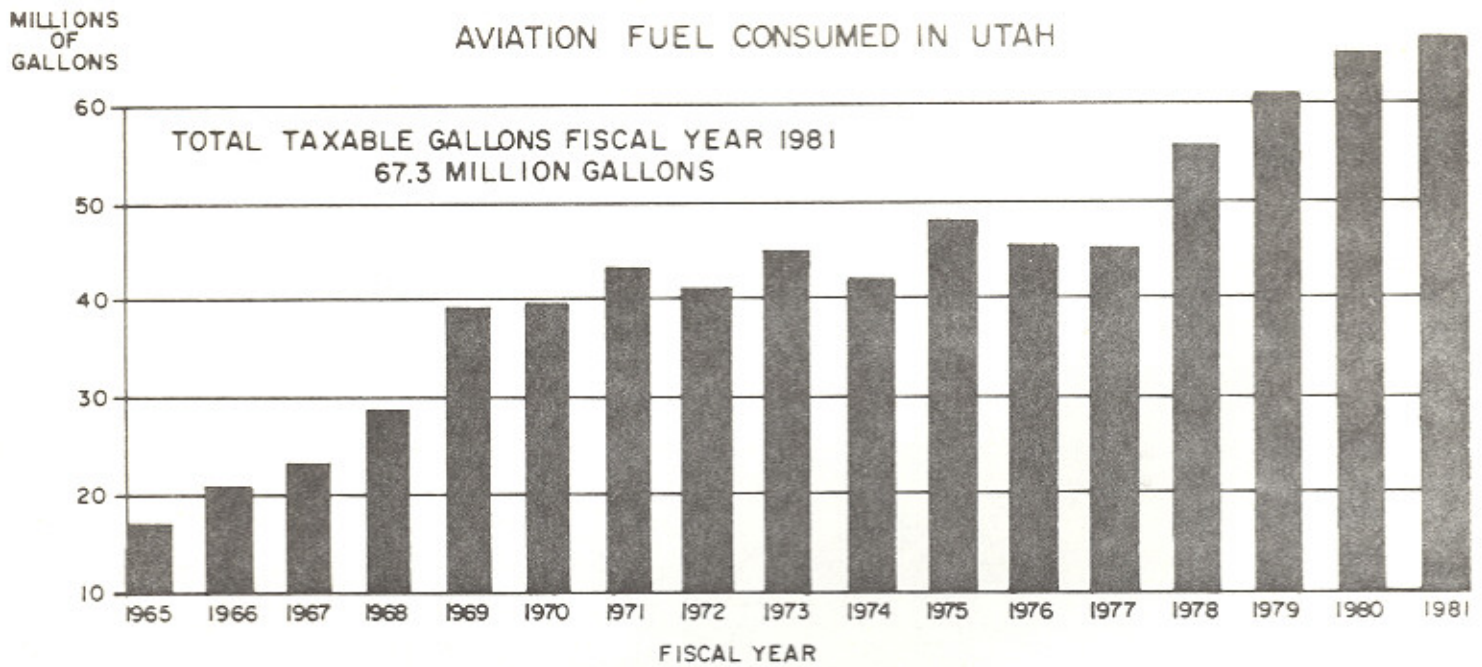
Does not include proposed mileage



LEGEND

	Bituminous or Higher
	Gravel
	Graded & Drained
	Primitive & Unimproved

FIGURE VI



TRANSPORTATION FINANCES

The eleven sources of revenue comprising total state highway user receipts and their respective growth rates between fiscal years 1980 and 1981 are shown in Table I.

Motor and Special Fuels tax and Vehicle Registration fees comprised 89 percent of the total receipts. Each of these significant revenue sources declined between 1980 and 1981. Motor Fuel tax receipts declined 6.4 percent from \$60.5 million to \$56.6 million. This is the second consecutive year in which these receipts have declined, reflecting the combined effects of the flattening out of travel demand and the increased utilization of smaller, more fuel efficient automobiles. Special fuel tax receipts decreased 3.5 percent from \$10.5 million to \$10.1 million. The unusual reduction of this revenue source is due to a change in state law transferring the tax liability from the dealer to the user. Under normal circumstances receipts from the diesel fuel tax would have shown a significant gain, just as other receipts connected with the trucking industry experienced in 1981. Vehicle registration fees also declined from \$10.4 million to \$10.3 million. The reduction in this revenue source is attributed to the slow down in new car sales.

Reduction of the three predominant revenue sources created a decline in total highway user revenue of 3.3 percent from \$89.8 million to \$86.8 million. The 1981 Fiscal Year is the first year in more than the last decade in which total receipts have shown a loss rather than a gain.

As mentioned, taxes and fees showing substantial growth are those connected with the trucking industry. Proportional registration fees, which are paid by interstate truckers in lieu of the normal registration fee, increased by 20.5 percent from \$2.5 million in 1980 to \$3.0 million in 1981. Highway Use Taxes which are paid by interstate truck operators registered in the state, in lieu of the regular property tax, increased by 19.6 percent from \$1.4 million to \$1.6 million. Receipts from the Special Transportation Permit fee, which is primarily an overweight permit fee, increased by 19.3 percent from \$1.0 million to \$1.2 million. The similar gains in these revenue sources are an indication of the growth in truck travel, and in particular coal haulage associated with the state's energy development. Vehicle control fees increased by 88.8 percent due to the cost increase of a certificate of title and duplicate registration from \$1.00 to \$2.00.

Shown in Table 2 is the distribution of state highway user revenue in Fiscal Year 1981. The transfer to other State agencies amounted to \$14,763,923 this number excludes funds which lapsed back to the transportation fund in 1981 from transfers made at the beginning of the year. The net funds transferred in 1980 amounted to \$15,544,477 for a reduction between the two years of \$780,554. The decline is attributed to the reduction in the appropriation to the Highway Patrol plus the 7.2 percent budget reduction imposed during the year by the Governor due to declining motor fuel tax receipts.

It should be noted that the Transportation Fund continues to subsidize the Drivers License Division. As shown in Table 2 the amount appropriated to the Drivers License Division less the funds lapsed from previous year amounted to \$2,952,686 whereas driver license fees collected amounted to \$1,918,655 a discrepancy of \$1,034,031. It is hoped that the 1982 Legislature will increase the drivers license fee to a level at which the Drivers License Division is self sufficient and will not require subsidies from other highway user funds.

As shown in Table 3, aid to local agencies through Collector and B&C Road Funds, totaled \$17.0 million. This represents a reduction of 12 percent from the previous year total of \$19.4 million. The decline was due in part to less fuels tax revenue, but the primary reason was that in fiscal year 1980 the B&C Fund received an extra one quarter allocation due to the change in law allocating funds on a quarterly rather than annual basis. Without the extra quarter \$17.6 million would have been collected last year, in which case the reduction from this year's \$17.0 million would be three percent. Table 4 provides a history of allocations to the B&C and Collector Roads accounts.

Table 5 indicates the distribution of Aeronautic Revenue. In fiscal year 1981, \$2,691,552 was collected from the four cents tax on aviation fuel and \$625 was collected from leases and license fees. Revenue from the four cents fuel tax increased 2.3 percent from the previous year's amount of \$2,631,480. Three of the four cents collected is allocated back to the airport from which the tax is collected. The remaining one cent, plus other aviation revenue, is used by the Division of Aeronautics for administration, planning, and airport improvements. Also, with funds available to the Division, navigational aids are purchased such as non-directional beacons, and financial support is provided the Civil Air Patrol and the Utah Air Travel Commission.

Table 6 provides a summary of City and Town Street fund revenue and expenditures for 1980. Table 7 provides a similar analysis for the County Road Funds. Figures VII and VIII indicate the relative significance of the various revenue sources and expenditures as they concern city and county road funds. It should be noted that these summaries for city and county street and road funds represent information extracted from statistical planning reports as submitted to the Federal Highway Administration. The information has not been derived from City and County Financial Statements.

TABLE 1

STATE HIGHWAY USER RECEIPTS
(COMPARISON BETWEEN FISCAL YEARS 1980 & 1981)

	<u>FY'80</u>	<u>FY'81</u>	<u>% CHANGE</u>	<u>PREVIOUS YEAR</u>
Motor Fuel Taxes.....	\$ 60,451,305	\$ 56,567,749	(6.4)	(1.5)
Special Fuel Taxes.....	10,469,670	10,107,098	(3.5)	6.3
Vehicle Reg. Fees.....	10,356,159	10,329,209	(0.3)	0.2
Temporary Permit Fees....	886,767	859,190	(3.1)	13.6
Motor Vehicle Control Fees	461,577	871,599	88.8	(9.9)
Proportional Reg. Fees...	2,497,909	3,010,281	20.5	11.6
Highway Use Taxes.....	1,373,959	1,642,503	19.5	20.3
Studded Tire Fee.....	9,462	6,104	(35.5)	(36.1)
Driver's License Fees....	2,013,933	1,918,655	(4.7)	23.6
Special Trans. Permits...	1,032,975	1,232,480	19.3	22.8
Safety Inspection Fees...	<u>240,103</u>	<u>242,939</u>	<u>1.2</u>	<u>(1.4)</u>
TOTALS	\$ 89,793,819	\$ 86,787,807	(3.3)	0.9

DATA SOURCE: UDOT Comptroller's Office

TABLE 2

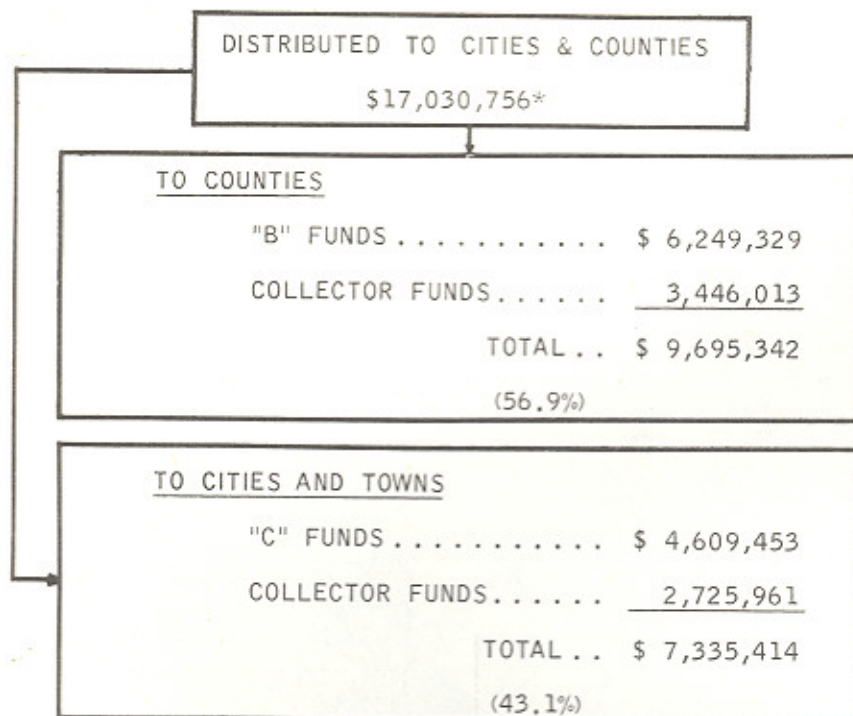
DISTRIBUTION OF HIGHWAY USER REVENUE
FISCAL YEAR 1981

<u>Highway User Revenue</u>	
Motor Fuel Taxes	\$ 56,567,749
Special Fuel Taxes	10,107,098
Vehicle Reg. Fee	10,329,209
Temporary Permit Fees	859,190
Motor Vehicle Control Fees	871,599
Proportional Registration Fees	3,010,281
Highway Use Taxes	1,642,503
Studded Tire Fees	6,104
Driver's License Fees	1,918,655
Special Transportation Permits	1,232,480
Safety Inspection Fees	242,939
TOTAL HIGHWAY USER REVENUE . . .	\$ 86,787,807
<u>Highway User Revenue Transferred to Other Agencies</u>	
State Highway Patrol*	\$ 7,329,551
Driver's License Division*	2,952,686
Tax Commission*	3,045,639
Travel Development	109,504
General Government Overhead	1,326,543
TOTAL TO OTHER AGENCIES	\$ 14,763,923
(17% of Gross Revenue)	
Net Highway User Revenues \$72,023,884	
<u>To Cities & Counties</u>	
"B & C" Fund	\$10,858,782
Collector Road Fund	6,171,974
Total Distribution	\$17,030,756
(19.6% of Gross Revenue)	
(23.6% of Net Revenue)	
<u>To UDOT</u>	
\$ 54,993,128	
(63.4% of Gross Revenue)	
(76.4% of Net Revenue)	

* These transfers exclude \$257,950 in 1981 appropriations which lapsed back to the Transportation Fund.

Data Source - UDOT Comptroller's Office

TABLE 3
DISTRIBUTION OF FUNDS TO LOCAL GOVERNMENTS
FISCAL YEAR 1981



QUARTERLY ALLOCATIONS

B & C Roads Fund

	<u>Cities</u>	<u>Counties</u>	<u>Totals</u>
Oct. 1, 1980	\$ 857,202	\$ 1,240,757	\$ 2,097,959
Jan. 1, 1981	807,382	1,048,992	1,856,374
April 1, 1981	1,886,542	2,550,197	4,436,739
July 1, 1981	<u>1,058,327</u>	<u>1,409,383</u>	<u>2,467,710</u>
	\$ 4,609,453	\$ 6,249,329	\$10,858,782

Collector Roads Fund

	<u>Cities</u>	<u>Counties</u>	<u>Totals</u>
Oct. 1, 1980	\$ 598,967	\$ 822,986	\$ 1,421,953
Jan. 1, 1981	598,668	732,783	1,331,451
April 1, 1981	798,909	993,544	1,792,453
July 1, 1981	<u>729,417</u>	<u>896,700</u>	<u>1,626,117</u>
	\$ 2,725,961	\$ 3,446,013	\$ 6,171,974

* Allocations to the individual cities and counties are provided in the appendix of this report.

Data Source: Office of Policy & Systems Planning

Table 4

ALLOCATED TO COLLECTOR AND B & C ROADS ACCOUNTS

<u>Fiscal Year</u>	<u>Collector Fund</u>	<u>B & C Fund</u>	<u>Total</u>
1981	\$6,171,974	\$10,858,782	\$17,030,765
1980	6,524,225	12,843,627**	19,367,852
1979	6,537,770	10,899,358	17,437,128
1978	6,190,564	6,151,385	12,341,949
1977	5,773,951	5,861,919	11,635,870
1976	5,547,966	5,777,031	11,324,997
1975	5,286,618	5,652,849	10,939,467
1974	5,312,532	6,907,779	12,220,331
1973	5,500,334	6,028,706	11,529,040
1972	5,143,450	6,876,663	12,020,113
1971	4,646,613	4,931,853	9,578,466
1970	4,347,877	4,556,703	8,904,580
1969		4,177,256	
1968		4,624,746	
1967		4,241,951	
1966		3,988,504	
1965		3,683,297	
1964		4,023,163	
1963		3,765,540	
1962		3,473,739	
1961		3,142,732	
1960		2,734,865	

**Includes an additional one quarter allocation of \$1,745,093.

Data Source: Allocations computed by the Office of Policy and Systems Planning

TABLE 5

STATE OF UTAH
DISTRIBUTION OF AVIATION REVENUE
FISCAL YEAR 1981

GROSS AVIATION REVENUE	
AVIATION FUEL TAXES.....	\$ 2,691,552
OTHER AVIATION FEES & REVENUE.....	<u>625</u>
TOTAL GROSS REVENUE.....	\$ 2,692,177
AID TO LOCAL AIRPORTS... \$2,018,664 (75% OF FUEL TAXES)	STATE AERONAUTICAL DIV. \$673,513

Data Source - UDOT Comptroller's Office

TABLE 6
CITY AND TOWN STREET FUNDS
July 1, 1979 to June 30, 1980

The street fund information contained herein was obtained by a direct examination of records maintained by the two hundred twenty-three incorporate municipalities.

Population Group	Number of Agencies
0 - 4,999	184
5,000 - 49,999	36
Over - 50,000	3
	<u>223</u>

RECEIPTS

Property Tax & General Fund Appropriations	\$12,908,153	
Income on Investments	822,304	
Federal Grants	420,608	
Local Governments	1,104	
Collector Road Funds	2,461,446	
B & C Road Funds	4,693,920	
Allied Street Functions	<u>6,062,247</u>	
TOTAL RECEIPTS		\$27,369,782
Beginning Balance (Adjusted)		\$ 7,728,704
Total Funds Available		\$35,098,486

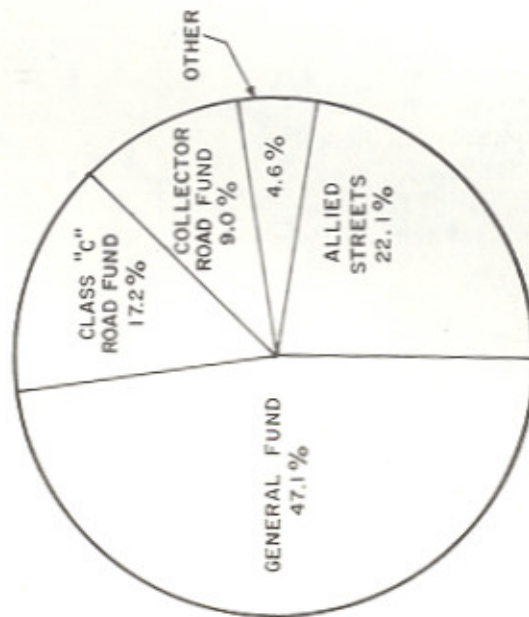
DISBURSEMENTS

Right-of-way	\$ 9,510	
Engineering	630,829	
Construction	7,405,617	
Maintenance	6,025,614	
Payments to State Government	289,139	
General Administration & Engineering	3,433,502	
Highway & Traffic Police (Traffic Control)	711,943	
Traffic Service Street Signs	879,014	
Payments to Municipalities	5,009	
Payments to Counties for Local Streets	175,041	
*Allied Street Functions	<u>6,062,247</u>	
TOTAL DISBURSEMENTS		\$25,627,465
Closing Balance		9,471,021
TOTAL FUNDS ACCOUNTED FOR		\$35,098,486

*Includes Street Lighting \$3,756,521; construction and maintenance of Sidewalks, Curb and Gutter \$1,305,322; Storm Sewer and Drains \$77,988, and Maintenance of Street Cleaning \$922,416.

CITY AND TOWN STREET FUND RECEIPTS

UTAH — 1980
\$27,369,782



CITY AND TOWN STREET FUND DISBURSEMENTS

UTAH — 1980
\$25,627,465

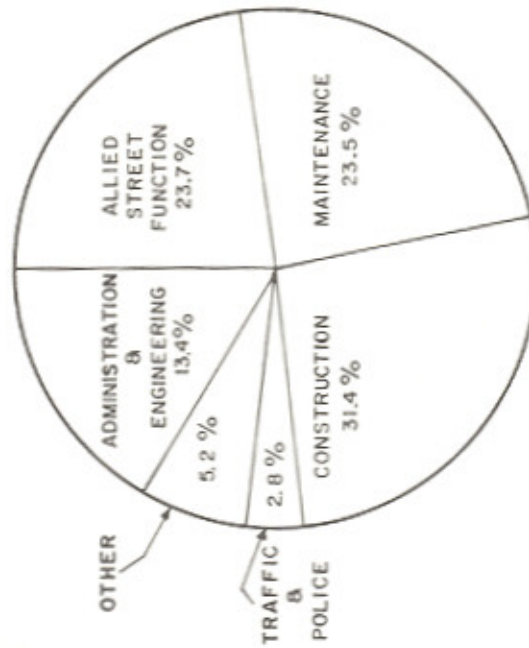


FIGURE VII

TABLE 7
COUNTY ROAD FUNDS - 1980

The two main sources of county road fund revenues are property tax levies and State aide.

The following is a statement of county road receipts and disbursements for 1980:

RECEIPTS

Beginning Balance	\$11,463,749	
Property Tax and General Fund	15,945,958	
Class B Road Funds	8,977,331	
Collector Road Taxes	4,461,789	
U.S. Mineral Leases	109,030	
U.S. Forest Collections	128,693	
Earnings on Deposits & Investments	1,439,181	
From State	368,743	
From Municipalities	295,287	
Total Funds Available		\$43,189,761

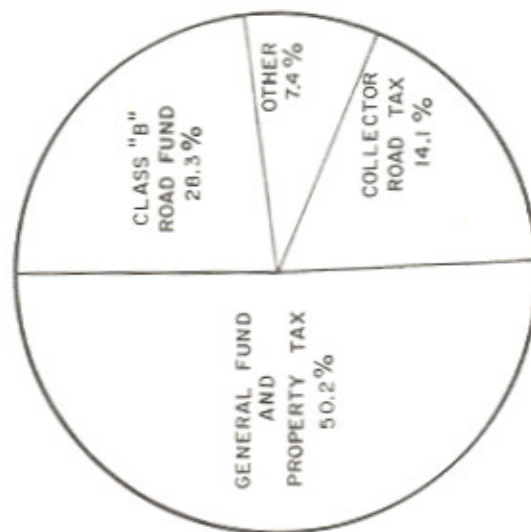
DISBURSEMENTS

Right-of-way	\$ 170,070	
Engineering	635,610	
Construction	5,371,424	
Maintenance	15,355,148	
Traffic Service	885,312	
Maintenance Municipal Streets	111,206	
General Administration & Engineering	3,752,895	
* Building & Grounds, Empl., etc.		
Highway & Traffic Police (Crossing Guards)	341,450	
Payment to State for Matching Funds	307,074	
Payment to Counties	5,280	
Street Lighting	748,871	
Balance End of Year	15,505,421	
Total Funds Accounted For		\$43,189,761

* Included in General Administration.

COUNTY ROAD FUND RECEIPTS

UTAH—1980
\$ 31,726,012



COUNTY ROAD FUND DISBURSEMENTS

UTAH—1980
\$ 27,684,340



FIGURE VIII

OTHER INCLUDES STORM SEWERS AND DRAINS, STREET LIGHTING AND TRAFFIC POLICE

TABLE 8

STATE OF UTAH
 APPORTIONMENT AND DISTRIBUTION OF FEDERAL-AID HIGHWAY FUNDS
 FISCAL YEAR 1981 APPORTIONMENT

Available for Use on State Highways

Interstate Highways.....	\$54,055,449
Interstate Resurfacing.....	4,459,613
Interstate Discretionary	14,312,682
Consolidated Primary Highways.....	16,885,035
Rural Secondary Highways.....	585,035<
Safer Off Systems Roads.....	536,622
Bridge Replacement.....	1,808,000
Economic Growth Centers.....	478,812

SUB-TOTAL \$93,121,248

Available for Exclusive or Probable Use on City and County Roads

Rural Secondary Highways.....	\$ 3,050,000 <
Safer Off Systems Roads.....	1,609,864
Pavement Marking Demonstration Program.....	473,430
Bridge Replacement.....	512,435

SUB-TOTAL \$ 5,645,729

Available for State and City and County Roads (Federal-Aid Programs)

Urban System.....	\$ 4,144,473
Rail-Highway Crossings.....	1,338,516
High Hazard Locations & Roadside Obstacles.....	984,450
Forest Highways.....	1,063,069
Highway Planning and Research.....	1,288,158
Metropolitan Planning.....	194,499

SUB-TOTAL \$ 9,013,165

TOTAL FEDERAL-AID* \$107,780,142

*Excluded are funds for special projects, such as roadside beautification, billboard and junkyard removal, advance R/W acquisition, and grants for special programs such as public lands roads.

Included are Bridge Replacement, Metropolitan Planning, and Highway Planning and Research Funds.

TABLE 9

FEDERAL FUND APPORTIONMENT & OBLIGATION STATUS
Status as of June 30, 1981

	<u>Total Obligated</u>	<u>Total Apportionment</u>	<u>Unobligated Balance</u>
Interstate	\$960,716,182.93	\$945,413,941.51	\$ 15,302,241.42
Interstate 30% Gap	21,355,652.00	21,355,652.00	0.00
Interstate Resurface	15,495,002.00	13,700,675.30	1,794,326.70
Interstate Discretionary	100,730,544.60	100,730,544.60	0.00
Consolidated Primary	55,808,230.00	47,403,241.80	8,404,988.20
Primary Rehabilitation	8,128,666.00	4,155,002.00	3,973,664.00
Economic Growth	5,149,807.00	4,972,021.00	177,786.00
Priority Primary	5,056,059.00	5,056,059.00	0.00
Rural Primary	24,775,819.00	24,749,608.60	26,210.40
Regular Primary	106,392,654.00	106,389,446.06	3,207.94
Rural Secondary	32,974,671.00	29,488,068.40	3,486,602.60
Rural Secondary Rehabilitation	3,413,904.00	2,152,503.00	1,261,401.00
Regular Secondary	69,178,615.00	69,178,615.00	0.00
Urban System Attributable	19,600,054.00	16,859,463.00	2,740,591.00
Urban System Non Attributable	14,646,341.00	12,542,774.40	2,103,566.60
Metropolitan Planning	1,423,804.00	1,269,747.07	154,056.93
Urban Extension	30,872,500.00	30,867,200.82	5,299.18
Bridge Replacement	6,476,555.00	6,475,700.35	854.65
Bridge Replacement On System	3,955,533.00	2,629,324.00	1,326,209.00
Bridge Replacement Off System	912,815.00	681,649.00	231,166.00
Bridge Replacement Optional	1,217,087.00	393,254.00	823,833.00
Off System	2,793,441.00	2,793,441.00	0.00
Safer Off Systems	10,754,080.00	3,520,897.00	7,233,183.00
Off System R. R. Protective Devices	647,093.00	647,093.00	0.00
Off System Railroad Crossing	647,091.00	647,091.00	0.00
Railroad Protective Devices	3,601,764.00	2,260,887.03	1,340,876.97
Railroad Crossing	3,601,758.00	2,254,008.95	1,347,749.05
High Hazard	1,327,943.00	1,327,943.00	0.00
High Hazard Obstacles	1,655,496.00	1,641,729.22	13,766.78
Hazard Elimination	2,780,211.00	1,128,567.72	1,651,643.28
Roadside Obstacles	1,162,676.00	1,162,676.00	0.00
Safer Roads	1,648,445.00	1,648,445.00	0.00
Pavement Marking	3,122,330.35	2,588,572.00	533,758.35
Topics	3,136,359.00	3,136,359.00	0.00
Transition Quarter	13,445,417.00	13,445,417.00	0.00
Traffic Demonstration	238,000.00	238,000.00	0.00
Forest Highways	31,861,118.59	31,069,683.97	791,434.62
HPR	16,884,865.00	16,746,363.26	138,501.74
Public Lands	25,697,293.53	24,037,293.53	1,660,000.00
Bicycle Program	59,900.00	59,900.00	0.00
Section 18 UMTA	899,109.00	617,849.00	281,260.00
 TOTALS	 \$1,614,244,886.00	 \$1,557,436,707.59	 \$56,808,178.41

TABLE 10

FEDERAL HIGHWAY TRUST FUNDS OBLIGATEDBy Fiscal Year

<u>FISCAL</u> <u>YEAR</u>	<u>Total</u>
1981	\$ 81,770,218.49
1980	104,684,260.39
1979	164,582,665.41
1978	67,610,832.97
1977	52,195,524.23
1976	54,947,296.09
1975	102,255,015.92
1974	46,107,009.45
1973	53,692,398.23
1972	76,197,261.26
1971	63,085,406.23
1970	61,706,155.95
1969	60,304,124.00
1968	54,083,033.96
1967	46,126,930.20
1966	43,052,856.52
1965	42,284,082.77
1964	74,583,435.19
1963	57,070,816.25
1962	27,411,136.15
1961	27,477,810.18
1960	24,299,605.81
1959	39,622,668.28
1958	27,503,460.22
PRIOR YEARS	<u>104,782,703.44</u>
TOTALS	\$1,557,436,707.59

TABLE 10A
INTERSTATE PROGRAMS

FISCAL YEAR	Regular Interstate	Interstate 30% Gap	Interstate Resurface	Interstate Discretionary	Total Interstate
1981	\$ 42,097,942.35	\$	\$ 2,674,459.30	\$ 14,800,000.00	\$ 59,572,401.65
1980	50,892,980.14		4,051,182.00	15,280,183.00	70,224,345.14
1979	46,421,361.66	4,053,214.00	6,682,859.00	70,650,361.60	127,807,796.26
1978	30,072,929.29	6,511,335.00	263,900.00		36,648,164.29
1977	20,188,951.25	10,791,103.00	28,275.00		31,008,329.25
1976	39,383,480.50				39,383,480.50
1975	67,173,644.37				67,173,644.37
1974	31,357,047.26				31,357,047.26
1973	42,131,162.17				42,131,162.17
1972	58,471,697.52				58,471,697.52
1971	53,070,287.63				53,070,287.63
1970	49,161,983.69				49,161,983.69
1969	47,846,790.78				47,846,790.78
1968	41,782,590.87				41,782,590.87
1967	39,572,528.16				39,572,528.16
1966	32,970,546.36				32,970,546.36
1965	32,410,302.41				32,410,302.41
1964	65,179,847.20				65,179,847.20
1963	46,309,249.06				46,309,249.06
1962	16,569,396.36				16,569,396.36
1961	19,585,063.60				19,585,063.60
1960	17,773,827.36				17,773,827.36
1959	29,395,839.39				29,395,839.39
1958	17,606,695.00				17,606,695.00
Prior to 1958	<u>7,987,797.13(2)</u>				<u>7,987,797.13(2)</u>
TOTALS	945,413,941.51	\$21,355,652.00	\$13,700,675.30	\$100,730,544.60	\$1,081,220,813.41
(2) Includes 1952 \$ 1954 Interstate Acts					

TABLE 10B

<u>FISCAL</u> <u>YEAR</u>	<u>Consolidated</u> <u>Primary</u>	<u>Primary</u> <u>Rehabilitation</u>	<u>Economic</u> <u>Growth</u>	<u>Priority</u> <u>Primary</u>	<u>Rural</u> <u>Primary</u>
1981	\$ 8,107,153.62	\$ 352,765.00	\$ 301,026.00	\$	\$ 26,210.40*
1980	12,025,859.76	2,738,258.00	1,067,272.00	13,981.22	141,306.89
1979	11,417,377.76	1,063,979.00	524,114.00	69,707.32	56,199.00*
1978	10,939,020.48		418,658.00	32,045.54*	176,523.05
1977	4,913,830.18		137,141.00	122,904.96	2,686,164.22
1976			1,444,817.13	520,329.00	5,944,636.06
1975			441,176.07	4,361,182.04	9,456,221.27
1974			128,250.00		3,310,371.51
1973					
1972			509,566.80		1,543,074.55
1971					792,405.45
1970					781,315.00
1969					
1968					
1967					
1966					
1965					
1964					
1963					
1962					
1961					
1960					
1959					
1958					
Prior to 1958					
Total	\$47,403,241.80	\$4,155,002.00	\$4,972,021.00	\$5,056,059.00	\$24,749,608.60

*Indicates a Return

TABLE 10B
PRIMARY PROGRAM

YEAR	Regular Primary				Total Primary
1981	\$ 3,207.94*	\$	\$	\$	\$ 8,731,526.28
1980					15,986,677.87
1979					13,018,979.08
1978					11,502,155.09
1977					7,860,040.36
1976					7,909,782.19
1975	13,905.01				14,272,484.39
1974	13,338.01*				3,425,283.50
1973	3,348,170.10				3,348,170.10
1972	5,968,645.75				8,021,287.10
1971	5,316,065.50				6,108,470.95
1970	840,950.85				1,622,265.85
1969	7,416,192.04				7,416,192.04
1968	4,982,280.46				4,982,280.46
1967	1,779,693.94				1,779,693.94
1966	4,381,794.37				4,381,794.37
1965	5,183,574.35				5,183,574.35
1964	5,663,064.99				5,663,064.99
1963	5,745,699.16				5,745,699.16
1962	5,682,549.00				5,682,549.00
1961	4,657,875.07				4,657,875.07
1960	2,276,415.20				2,276,415.20
1959	5,787,004.74				5,787,004.74
1958	5,373,873.20				5,373,873.20
Prior to					
1958	31,988,238.28				31,988,238.28
TOTAL	\$106,389,446.06				\$192,725,278.46

* Indicates a Return

TABLE 10C
SECONDARY PROGRAMS

FISCAL YEAR	Rural Secondary	Secondary Rehabilitation	Regular Secondary		Total Secondary
1981	\$ 685,758.54	\$1,111,298.00	\$	\$	\$ 1,797,056.54
1980	3,826,513.82	543,757.00			4,370,270.82
1979	5,413,675.74	497,448.00	24,051.89		5,935,175.63
1978	3,358,608.29		24,051.89*		3,334,556.40
1977	3,445,108.63				3,445,108.63
1976	2,262,984.00				2,262,984.00
1975	4,579,609.42		8,528.48		4,588,137.90
1974	3,909,348.96		8,528.48*		3,900,820.48
1973	349,602.68		2,694,842.05		3,044,444.73
1972	600,744.73		2,194,809.76		2,795,554.49
1971	43,764.59		1,856,461.99		1,900,226.58
1970	1,012,349.00		3,907,780.92		4,920,129.92
1969			3,100,752.27		3,100,752.27
1968			4,010,233.25		4,010,233.25
1967			1,987,607.46		1,987,607.46
1966			2,586,565.93		2,586,565.93
1965			3,115,409.93		3,115,409.93
1964			2,702,129.32		2,702,129.32
1963			3,323,635.09		3,323,635.09
1962			4,165,405.21		4,165,405.21
1961			2,962,868.58		2,962,868.58
1960			3,919,481.38		3,919,481.38
1959			3,486,262.19		3,486,262.19
1958			2,582,992.53		2,582,992.53
Prior to 1958			20,581,377.14		20,581,377.14
TOTALS	\$29,488,068.40	\$2,152,503.00	\$69,178,615.00		\$100,819,186.40

*Indicates a Return

TABLE 10D
URBAN PROGRAMS

FISCAL YEAR	Urban System Attributable	Urban System Non Attributable	Metropolitan Planning	Urban Extension	Total Urban
1981	\$ 2,010,622.00	\$ 745,904.00	\$ 186,792.41	\$ 5,299.18*	\$ 2,938,019.23
1980	2,771,105.00	561,853.59	181,583.00	303,953.86	3,818,495.45
1979	7,275,588.75	2,344,735.38	200,745.00		9,821,069.13
1978	1,289,012.00	2,177,986.97	110,630.00	108,324.36*	3,469,304.61
1977	219,357.00	1,546,040.46	153,770.00	145,092.64*	1,774,074.82
1976	56,812.21	1,242,048.00	9,139.34*	1,938,721.95	3,228,442.82
1975	3,236,966.04	818,708.21	309,345.00	267,392.46	4,632,411.71
1974		2,832,010.79	136,021.00	2,657,379.54	5,625,411.33
1973		227,871.00		2,543,273.54	2,771,144.54
1972		45,616.00		695,475.03	741,091.03
1971				433,789.36	433,789.36
1970				3,609,184.44	3,609,184.44
1969				218,790.33	218,790.33
1968				1,629,211.64	1,629,211.64
1967				829,305.15	829,305.15
1966				1,465,851.07	1,465,851.07
1965				1,574,796.08	1,574,796.08
1964				1,038,393.68	1,038,393.68
1963				1,692,232.94	1,692,232.94
1962				993,785.58	993,785.58
1961				272,002.93	272,002.93
1960				329,881.87	329,881.87
1959				953,561.96	953,561.96
1958				1,939,899.49	1,939,899.49
Prior to 1958				5,739,034.10	5,739,034.10
TOTALS	\$16,859,463.00	\$12,542,774.40	\$1,269,747.07	\$30,867,200.82	\$61,539,185.29

*Indicates a Return

TABLE 10E
BRIDGE REPLACEMENT PROGRAMS

FISCAL YEAR	Bridge Replacement	Bridge Replacement On System	Bridge Replacement Off System	Bridge Replacement Optional	Total Bridge Replacement
1981	\$ 854.65*	\$ 285,660.79	\$231,639.00	\$393,254.00	\$ 909,699.14
1980		2,301,607.21	436,507.00		2,738,114.21
1879	262,228.00	42,056.00	13,503.00		317,787.00
1978	360,968.25				360,968.25
1977					
1976	1,640,227.25*				1,640,227.25*
1975	4,877,537.04				4,877,537.04
1974	21,667.00				21,667.00
1973					
1972	2,594,381.96				2,594,381.96
1971					
1970					
1969					
1968					
1967					
1966					
1965					
1964					
1963					
1962					
1961					
1960					
1959					
1958					
Prior to 1958					
TOTALS	\$6,475,700.35	\$2,629,324.00	\$681,649.00	\$393,254.00	\$10,179,927.35

* Indicates a Return

TABLE 10F
OFF SYSTEM PROGRAMS

FISCAL YEAR	Off System	Safer Off System	Off System R R Protection	Off System R R Crossing	Total Off System
1981	\$	\$	\$ 19,187.00	\$ 58,643.05	\$ 77,830.05
1980	6,839.72	617,496.00	411,074.00	229,738.32	1,265,148.04
1979	6,839.72*	1,320,931.98	102,449.00	113,166.63	1,529,707.89
1978	3,307.20	1,582,469.02	114,383.00	245,543.00	1,945,702.22
1977	775,475.80				775,475.80
1976	2,014,658.00				2,014,658.00
1975					
1974					
1973					
1972					
1971					
1970					
1969					
1968					
1967					
1966					
1965					
1964					
1963					
1962					
1961					
1960					
1959					
1958					
Prior to 1958					
TOTALS	\$2,793,441.00	\$3,520,897.00	\$647,093.00	\$647,091.00	\$7,608,522.00

* Indicates a Return

TABLE 10G
SAFETY PROGRAMS

FISCAL YEAR	Protective Devices	Railroad Crossings	High Hazard	High Hazard & Obstacles	Hazard Elimination
1981	\$ 300,695.03	\$ 944,805.95	\$	\$ 200,556.50	\$1,100,567.72
1980	352,139.00	84,425.00	1,736.24	281,824.44	18,000.00
1979	352,033.00	259,804.00	38,332.81	359,282.76	
1978	549,900.00	220,335.00	40,069.05*	552,195.60	
1977	133,141.00	143,935.00	90,899.08	247,869.92	
1976	298,928.00	292,838.00	37,032.83		
1975	229,051.00	306,066.00	820,172.09		
1974	45,000.00	1,800.00	379,839.00		
1973					
1972					
1971					
1970					
1969					
1968					
1967					
1966					
1965					
1964					
1963					
1962					
1961					
1960					
1959					
1958					
Prior to 1958					
TOTALS	\$2,260,887.03	\$2,254,008.95	\$1,327,943.00	\$1,641,729.22	\$1,128,567.72

* Indicates a Return

TABLE 10G
SAFETY PROGRAMS

PISCAL YEAR	Roadside Obstacles	Safer Roads	Pavement Marking	Topics	Total Safety
1981	\$	\$ 1,410.00	\$ 110,823.00	\$	\$ 2,668,858.20
1980	11,113.00	1,189.00*	946,652.00		1,694,700.68
1879	8,936.56	89,960.37	482,685.00	3,347.03	1,594,381.53
1978	115,051.84	177,555.00	697,240.00	3,347.03*	2,268,861.36
1977	96,335.60	419,335.00	152,496.00		1,284,011.60
1976	423,476.00	662,858.00	48,043.00		1,763,175.83
1975	478,963.00	295,815.63	150,633.00	44,878.79	2,325,579.51
1974	28,800.00	2,700.00		22,225.88	480,364.88
1973				811,742.87	811,742.87
1972				1,737,420.09	1,737,420.09
1971				315,549.77	315,549.77
1970				204,541.60	304,541.60
1969					
1968					
1967					
1966					
1965					
1964					
1963					
1962					
1961					
1960					
1959					
1958					
Prior to 1958					
TOTALS	\$1,162,676.00	\$1,648,445.00	\$2,588,572.00	\$3,136,359.00	\$17,149,187.92

* Indicates a Return

TABLE 10H
MISCELLANEOUS PROGRAMS

<u>FISCAL</u> <u>YEAR</u>	<u>Transition</u> <u>Quarter</u>	<u>Traffic</u> <u>Demonstration</u>	<u>Forest</u> <u>Highways</u>	<u>HPR</u>	<u>Public</u> <u>Lands</u>
1981	\$ 2,591,033.12	\$	\$ 309,543.00	\$ 1,546,005.28	\$
1980	357,300.93		1,430,187.25	1,313,020.00	1,480,000.00
1979	1,402,328.46	228,000.00	1,935,000.00	941,103.98	7,833.45
1978	6,765,287.00	10,000.00	39,930.85	869,104.00	196,798.00
1977	2,329,467.49		2,869,892.28	849,124.00	
1976			25,000.00		
1975			2,770,000.00	1,615,221.00	
1974			598,385.00	698,030.00	
1973			667,997.28	917,736.54	
1972			686,301.60	1,149,527.47	
1971			270,065.47	987,016.47	
1970			1,096,629.94	1,091,420.51	
1969			847,533.00	874,065.58	
1968			902,952.32	775,765.42	
1967			1,194,093.95	763,701.54	
1966			817,123.59	830,975.20	
Prior Years			14,609,048.44(1)	1,524,546.27(1)	22,352,662.08(2)
TOTALS	\$13,445,417.00	\$238,000.00	\$31,069,683.97	\$16,746,363.26	\$24,037,293.53
	(1) Prior to 1966				
	(2) Prior to 1978				

TABLE 10H
MISCELLANEOUS PROGRAMS

<u>FISCAL</u> <u>YEAR</u>	<u>Bicycle</u> <u>Program</u>	<u>Section 18</u> <u>UMTA</u>			<u>Total</u> <u>Miscellaneous</u>
1981	\$53,900.00	\$574,346.00	\$	\$	\$ 5,074,827.40
1980	6,000.00				4,586,508.18
1979		43,503.00			4,557,768.89
1978					7,881,119.85
1977					6,048,483.77
1976					25,000.00
1975					4,385,221.00
1974					1,296,415.00
1973					1,585,733.82
1972					1,835,829.07
1971					1,257,081.94
1970					2,188,050.45
1969					1,721,598.58
1968					1,678,717.74
1967					1,957,795.49
1966					1,648,098.79
Prior Years					<u>38,486,256.79</u>
Totals	\$59,900.00	\$617,849.00			\$86,214,506.76

MILEAGE OF ALL ROADS & STREETS IN STATE OF UTAH

BY SURFACE TYPE

as of December 31, 1980

Surface Type	State Roads	City Streets	County Roads	Forest Service	National			Military Service	Bureau of Land Management		Total Federal
					Park Service	Indian Service			Management	Federal	
Primitive	-	11.3	884.2	-	203.9	-		19.0	440.0	662.9	
Unimproved	28.1	115.8	8,536.7	5,918.5	38.3	160.8		229.0	1,775.0	8,121.6	
Graded & Drained	2.5	9.3	1,051.3	2,030.3	244.6	531.8		148.5	3,664.0	6,619.2	
Gravel	113.1	706.4	6,858.8	400.9	20.2	29.8		281.6	41.0	773.5	
Low-Type Bituminous	2.2	3,697.5	3,318.0	297.0	131.9	-		397.8	40.0	866.7	
High-Type Bituminous	5,386.3	215.6	979.3	-	113.1	100.2		364.0	-	577.3	
Concrete	149.1	0.4	1.1	-	3.9	-		6.2	-	10.1	
TOTAL	<u>1/</u> 5,681.3	4,756.3	21,629.4	8,646.7	755.9	822.6		1,446.1	5,960.0	17,631.3	

1/ Does not include 84.4 miles of Proposed State Roads.

MILEAGE BY SURFACE TYPE
FEDERAL-AID & STATE ONLY SYSTEM

1980

System	Primitive	Unimproved	Graded & Drained	Gravel	Bituminous		Concrete	Proposed	Total
					Low Type	High Type			
Interstate Rural						682.7	81.8	52.6	817.1
Interstate Urban						53.5	49.8	16.9	120.2
Federal-aid Primary Rural				16.2		2,562.5	1.7	5.0	2,585.4
Federal-aid Primary Urban						69.3	1.1	6.8	77.2
Federal-aid Secondary State		28.1		27.4		1,550.6	9.8	1.2	1,617.1
Federal-aid Secondary Local		15.9		263.7	697.3	12.1		57.6	1,046.6
Federal-aid Urban State				0.1		307.7	4.0	0.3	312.1
Federal-aid Urban Local			0.2	1.6	372.1	3.6		66.2	443.7
State Only Rural			2.5	69.4		134.9	0.9	1.6	209.3
State Only Urban					2.2	25.1			27.3
TOTAL		44.0	2.7	378.4	1,071.6	5,402.0	149.1	208.2	7,256.0

MILEAGE BY SURFACE TYPE
STATE SYSTEM

1980

<u>Surface Type</u>	<u>Interstate</u>	<u>Primary</u>	<u>Secondary State</u>	<u>Secondary Local</u>	<u>Urban State</u>	<u>Urban Local</u>	<u>State Only</u>	<u>Total</u>
Primitive								
Unimprove		28.1	15.9					44.0
Graded & Drained								
Gravel		16.2	27.4	263.7	0.1	1.6	69.4	378.4
Bituminous Low Type				697.3		372.1	2.2	1,071.6
Bituminous High Type	736.2	2,631.8	1,550.6	12.1	307.7	3.6	160.0	5,402.0
Concrete	131.6	2.8	9.8		4.0		0.9	149.1
Proposed	69.5	11.8	1.2	57.6	0.3	66.2	1.6	208.2
TOTAL	937.3	2,662.6	1,617.1	1,046.6	312.1	443.7	236.6	7,256.0

STATUS OF COLLECTOR ROAD FUNDS
TO JUNE 30, 1981

	TOTAL ALLOCATION (11 YEARS)	PROGRAMMED	% PROGRAMMED	RANKING
Beaver	499,988.63	499,988.83	100	1
Box Elder	1,805,912.81	1,805,912.81	100	2
Cache	1,288,180.94	1,288,180.94	100	3
Carbon	1,151,624.16	868,062.97	75	27
Daggett	443,959.43	443,959.43	100	4
Davis	1,280,563.45	1,280,563.45	100	5
Duchesne	1,353,740.35	1,353,740.35	100	6
Emery	1,199,311.73	1,199,311.73	100	7
Garfield	1,424,295.66	1,424,295.11	100	8
Grand	665,435.91	665,435.91	100	9
Iron	1,164,801.66	996,463.11	86	23
Juab	2,067,971.44	1,870,056.85	90	21
Kane	770,959.23	770,959.23	100	10
Millard	1,561,218.60	1,561,218.60	100	11
Morgan	523,237.70	477,887.87	91	20
Piute	131,094.86	103,821.73	79	25
Rich	569,688.74	370,811.50	65	29
Salt Lake	8,952,441.96	8,952,441.96	100	12
San Juan	2,369,320.25	2,369,320.25	100	13
Sanpete	1,143,787.67	1,143,787.67	100	14
Sevier	470,399.63	368,554.29	78	26
Summit	1,034,115.65	1,034,115.65	100	15
Tooele	2,175,020.37	1,807,671.33	83	24
Uintah	1,029,743.60	907,525.06	88	22
Utah	1,284,620.28	1,284,620.28	100	16
Wasatch	512,633.81	512,633.81	100	17
Washington	1,165,865.28	1,165,865.28	100	18
Wayne	616,667.20	616,667.20	100	19
Weber	1,331,741.11	941,834.64	71	28
County Totals (29)	39,988,342.11	38,085,698.19	95	
City Totals (63)	26,900,083.70	24,607,846.20	91	
Grand Totals (92)	66,888,425.81	62,693,544.39	94	

STATUS OF COLLECTOR ROAD FUNDS
TO JUNE 30, 1981

	TOTAL ALLOCATION (11 years)	PROGRAMMED	% PROGRAMMED	RANKING
Alpine	17,054.70	17,054.70	100	1
American Fork	321,393.83	321,393.83	100	2
Blanding	35,272.18	0	0	55
Bountiful	931,253.10	931,253.10	100	3
Brigham	572,483.90	572,483.90	100	4
Cedar	362,573.78	362,573.78	100	5
Centerville	193,995.85	159,048.52	82	27
Clearfield	395,165.11	395,165.11	100	6
Clinton	55,172.38	0	0	56
Draper	68,700.56	68,700.56	100	7
Ephraim	1,709.36	0	0	57
Farmington	88,743.12	72,940.30	82	28
Fruit Heights	1,589.74	0	0	58
Grantsville	1,530,074.57	1,530,074.57	100	8
Heber	116,276.81	116,276.81	100	9
Helper	1,847.54	0	0	59
Hyrum	36,982.01	11,498.23	31	51
Kaysville	241,920.92	241,920.92	100	10
Layton	593,870.71	593,870.71	100	11
Lehi	181,158.60	151,107.24	83	25
Lindon	2,514.21	0	0	60
Logan	738,243.06	578,778.67	78	32
Mapleton	64,717.81	64,717.81	100	12
Midvale	267,360.26	254,570.74	95	23
Moab	225,993.37	186,804.34	83	26
Murray	858,291.79	858,291.79	100	13
Nephi	143,295.87	91,090.77	64	44
North Ogden	327,876.30	238,550.00	73	35
North Salt Lake	55,445.38	43,888.84	79	30
Ogden	2,600,092.00	2,421,701.95	93	24
Orem	1,164,694.32	1,164,694.32	100	14
Park City	33,576.46	0	0	61
Payson	222,817.87	222,817.87	100	15
Pleasant Grove	227,621.77	227,621.77	100	16
Pleasant View	32,460.74	23,280.00	72	37
Price	217,551.31	217,551.31	100	17
Providence	22,436.23	2,000.00	9	53
Provo	2,002,373.76	2,002,373.76	100	18
Richfield	194,254.72	95,110.12	49	46
Riverdale	130,301.95	62,167.63	48	47
Riverton	165,038.97	113,970.32	69	38
Roosevelt	40,532.01	40,532.01	100	19
Roy	489,006.88	317,142.38	65	40
St. George	271,948.85	224,499.71	82	29
Salt Lake	7,051,172.20	7,051,172.20	100	20
Sandy	497,619.06	497,619.06	100	21
Smithfield	129,384.41	51,197.22	40	50
South Jordan	131,583.47	71,076.82	54	45
South Ogden	301,105.95	204,412.05	68	39
South Salt Lake	292,350.11	224,339.98	77	33
Spanish Fork	227,444.02	166,660.34	73	36
Springville	358,455.57	282,407.45	79	31
Sunset	186,423.88	141,051.37	76	34
Syracuse	50,514.53	1,680.90	3	54
Tooele	389,714.64	389,714.64	100	22
Tremonton	82,701.02	36,351.03	44	49
Vernal	161,710.50	105,786.51	65	41
Washington City	2,157.49	0	0	62
Washington Terrace	212,631.95	137,543.68	65	42
West Bountiful	40,793.76	0	0	63
West Jordan	342,586.75	160,361.66	47	48
West Valley	94,352.91	23,000.00	24	52
Woods Cross	101,696.82	65,952.90	65	43

COLLECTOR ROADS FUND DISTRIBUTION
FISCAL YEAR 1981

	<u>Allocation</u>		<u>Allocation</u>
Beaver County	\$ 46,826.36	Salt Lake County	\$775,814.81
Box Elder County	\$148,084.41	Draper	27,517.52
Brigham City	48,326.02	Midvale	23,402.98
Tremonton	8,574.89	Murray	76,985.13
Sub Total	\$204,985.32	Riverton	33,684.05
Cache County	\$104,921.39	Salt Lake	524,943.99
Hyrum	11,011.11	Sandy City	116,244.64
Logan	68,332.99	South Jordan	33,429.34
Providence	7,561.73	South Salt Lake	25,071.52
Smithfield	14,268.37	West Jordan	68,543.34
Sub Total	\$206,095.59	West Valley	146,569.36
Carbon County	\$105,347.75	Sub Total	\$1,852,206.68
Helper	3,522.25	San Juan County	\$169,342.83
Price	20,532.03	Blanding	11,902.17
Sub Total	\$129,402.03	Sub Total	\$181,245.00
Daggett County	\$ 39,188.64	Sanpete County	\$ 79,633.73
Davis County	\$103,092.47	Ephraim	3,259.63
Bountiful	81,606.56	Sub Total	\$ 82,893.36
Centerville	25,883.95	Sevier County	\$ 47,481.64
Clearfield	39,698.62	Richfield	20,100.95
Clinton	20,192.34	Sub Total	\$ 67,582.59
Farmington	12,301.14	Summit County	\$ 81,985.42
Fruit Heights	3,028.55	Park City	11,216.14
Kaysville	26,763.42	Sub Total	\$ 93,201.56
East Layton	5,161.32	Tooele County	\$174,825.56
Layton	67,325.16	Grantsville	16,359.93
North Salt Lake	15,908.45	Tooele	33,418.84
Sunset	14,341.73	Sub Total	\$224,604.33
Syracuse	17,907.92	Uintah County	\$ 98,612.33
West Bountiful	8,851.66	Vernal	18,804.28
Woods Cross	9,466.93	Sub Total	\$117,416.61
Sub Total	\$451,530.22	Utah County	\$131,611.81
Duchesne County	\$103,842.43	Alpine	8,337.24
Roosevelt	12,655.37	American Fork	32,564.49
Sub Total	\$116,497.80	Lehi	18,914.37
Emery County	\$112,940.67	Lindon	4,816.73
Grand County	\$ 53,857.38	Mapleton	23,704.60
Moab	16,729.33	Orem	136,520.28
Sub Total	\$ 70,586.71	Payson	28,543.64
Iron County	\$102,775.28	Pleasant Grove	28,152.01
Cedar City	32,086.55	Provo	182,977.31
Sub Total	\$134,861.83	Spanish Fork	22,800.90
Juab County	\$181,940.79	Springville	39,279.33
Nephi	13,064.01	Sub Total	\$658,223.31
Sub Total	\$195,004.80	Wasatch County	\$ 43,807.44
Kane County	\$ 72,765.29	Heber City	11,278.76
Millard County	\$126,323.39	Sub Total	\$ 55,086.20
Morgan County	\$ 44,407.90	Washington County	\$101,229.76
Piute County	\$ 13,258.08	St. George	30,055.56
Rich County	\$ 53,851.68	Washington	4,128.13
		Sub Total	\$135,413.45
		Wayne County	\$ 50,473.59
		Weber County	\$147,535.41
		North Ogden	38,216.81
		Ogden	200,637.64
		Pleasant View	13,633.67
		Riverdale	13,979.06
		Roy	47,170.49
		South Ogden	24,867.08
		Washington Terrace	18,826.13
		Sub Total	\$504,866.29

FY 1981 TOTALS

COUNTIES	\$3,446,012.96
CITIES	2,725,961.04
TOTAL	\$6,171,974.00

B & C ROAD FUND DISTRIBUTION

Fiscal Year 1981

	Total Allocation		Total Allocation
Beaver	\$209,217.83	Davis	\$ 59,614.41
Beaver	10,141.19	Bountiful	134,368.86
Milford	6,965.59	Centerville	33,187.14
Minersville	3,170.85	Clearfield	64,765.78
Sub Total	\$229,495.46	Clinton	23,860.30
		East Layton	4,518.35
Box Elder	\$351,863.87	Farmington	19,305.39
Bear River	3,607.43	Fruit Heights	11,464.47
Brigham City	66,268.96	Kaysville	40,229.68
Corinne	3,957.41	Layton	99,358.66
Deweyville	1,313.02	North Salt Lake	21,763.41
Elwood	4,781.72	South Weber	6,923.12
Fielding	2,170.97	Sunset	23,862.74
Garland	6,091.71	Syracuse	15,804.49
Honeyville	6,507.45	West Bountiful	15,059.08
Howell	7,041.66	West Point	9,662.46
Mantua	3,629.12	Woods Cross	17,209.79
Perry	6,560.93	Sub Total	\$600,958.13
Plymouth	1,580.34		
Portage	2,394.94	Duchesne	\$233,923.98
Snowville	1,739.90	Altamont	1,245.37
Tremonton	15,036.23	Duchesne	9,233.49
Willard	6,409.57	Myton	3,308.99
Yost	6,403.79	Roosevelt	17,928.95
Sub Total	\$497,359.02	Tabiona	919.04
		Sub Total	\$266,559.82
Cache	\$119,437.05		
Amalga	2,851.66	Emery	\$228,122.71
Clarkston	3,288.79	Castle Dale	8,120.97
Cornish	1,749.38	Cleveland	2,881.64
Hyde Park	7,276.68	Elmo	1,702.43
Hyrum	18,936.87	Emery	3,140.13
Lewiston	13,078.24	Ferron	8,331.40
Logan	108,676.72	Green River (Part)	5,666.39
Mendon	3,480.83	Huntington	10,556.83
Millville	4,167.19	Orangeville	5,830.81
Newton	3,820.99	Sub Total	\$274,353.31
Nibley	4,460.89		
North Logan	10,959.08	Garfield	\$217,573.80
Paradise	4,311.68	Antimony	1,538.71
Providence	12,223.27	Boulder	2,940.31
Richmond	9,187.44	Cannonville	871.32
River Heights	4,840.23	Escalante	4,735.49
Smithfield	23,008.90	Hatch	934.49
Trenton	4,141.32	Henrieville	1,005.22
Wellsville	10,554.43	Panguitch	7,401.08
Sub Total	\$370,451.64	Tropic	2,224.36
		Sub Total	\$239,225.23
Carbon	\$103,344.12		
East Carbon	9,584.29	Grand	\$208,383.84
Helper	11,936.72	Green River (Part)	430.75
Hiawatha	1,496.76	Moab	23,020.20
Price	37,502.09	Sub Total	\$231,834.79
Scofield	860.30		
Sunnyside	2,883.95	Iron	\$213,910.97
Wellington	6,138.88	Brianhead	362.27
Sub Total	\$173,747.11	Cedar City	49,935.60
		Enoch	2,750.33
Daggett	\$ 36,066.33	Kanarraville	1,875.16
Manila	2,370.47	Paragonah	2,230.41
Sub Total	\$ 38,436.80	Parowan	10,410.94
		Sub Total	\$281,475.68

B & C ROAD FUND DISTRIBUTION
Fiscal Year 1981

	<u>Total Allocation</u>		<u>Total Allocation</u>
Juab	\$266,012.11	San Juan	\$532,837.95
Eureka	4,471.84	Blanding	13,926.62
Levan	3,345.02	Monticello	8,424.24
Mona	3,581.17	Sub Total	\$555,188.81
Nephi	17,876.83		
Sub Total	\$295,286.97	Sanpete	\$133,223.90
		Centerfield	4,519.57
Kane	\$164,708.02	Ephraim	12,835.04
Alton	946.64	Fairview	5,584.19
Glendale	1,286.50	Fayette	1,324.08
Kanab	10,035.11	Fountain Green	4,632.49
Orderville	2,145.19	Gunnison	8,139.90
Sub Total	\$179,121.46	Manti	11,954.21
		Mayfield	2,525.80
Millard	\$494,465.54	Moroni	5,969.62
Delta	10,733.78	Mt. Pleasant	12,561.55
Fillmore	11,715.91	Spring City	5,421.12
Hinckley	4,133.18	Sterling	972.20
Holden	2,744.62	Wales	1,361.87
Kanosh	2,980.52	Sub Total	\$211,025.54
Leamington	698.80		
Lynndyl	1,475.42	Sevier	\$147,655.10
Meadow	1,768.86	Annabella	2,952.48
Oak City	2,254.04	Aurora	4,466.96
Scipio	3,112.63	Elsinore	3,738.51
Sub Total	\$536,083.30	Glenwood	2,992.65
		Joseph	1,766.46
Morgan	\$ 33,999.70	Koosharem	1,862.19
Morgan City	9,273.01	Monroe	9,700.42
Sub Total	\$ 43,272.71	Redmond	3,474.79
		Richfield	25,561.75
Piute	\$ 49,758.85	Salina	9,588.22
Circleville	5,465.10	Sigurd	2,136.16
Junction	3,062.70	Sub Total	\$215,895.69
Kingston	1,912.00		
Marysville	5,278.67	Summit	\$ 77,533.57
Sub Total	\$ 65,477.32	Coalville	5,246.47
		Francis	1,966.69
Rich	\$ 74,616.49	Henefer	3,044.15
Garden City	1,550.05	Kamas	5,050.75
Lake Town	1,728.78	Oakley	2,506.08
Randolph	3,363.07	Park City (Part)	15,716.43
Woodruff	1,193.15	Sub Total	\$111,064.14
Sub Total	\$ 82,451.54		
		Tooele	\$337,788.03
Salt Lake	\$1,008,407.08	Grantsville	21,880.04
Alta	1,909.03	Ophir	679.19
Bluffdale	6,290.95	Rush Valley	4,972.31
Draper	28,131.56	Stockton	2,726.36
Midvale	39,214.22	Tooele	61,748.05
Murray	106,591.19	Vernon	2,713.34
Riverton	27,872.17	Wendover	4,568.20
Salt Lake City	669,350.47	Sub-Total	\$437,075.52
Sandy	190,918.66		
South Jordan	32,246.08	Uintah	\$284,004.97
South Salt Lake	43,336.23	Ballard	7,018.41
West Jordan	99,622.73	Vernal	30,153.42
West Valley	212,284.64	Sub Total	\$321,176.80
Sub Total	\$2,466,175.01		

B & C ROAD FUND DISTRIBUTION
Fiscal Year 1981

	<u>Total Allocation</u>		<u>Total Allocation</u>
Utah	\$203,193.71	Washington	\$153,583.02
Alpine	13,295.69	Enterprise	6,027.26
American Fork	50,706.30	Hildale	4,588.88
Cedar Fort	1,927.35	Hurricane	10,907.68
Cedar Hills	1,642.34	Ivins	3,991.09
Elk Ridge	2,369.81	LaVerkin	5,654.27
Genola	7,758.36	Leeds	1,949.71
Goshen	3,076.31	New Harmony	694.97
Highland	9,734.41	Santa Clara	4,885.09
Lehi	29,764.28	Springdale	1,454.75
Lindon	13,195.83	St. George	54,286.69
Mapleton	14,693.28	Toquerville	2,284.40
Orem	201,207.13	Virgin	1,112.57
Payson	36,874.62	Washington	12,423.46
Pleasant Grove	41,820.39	Sub Total	\$263,843.84
Provo	266,397.83		
Salem	10,507.99	Wayne	\$136,870.21
Santaquin	10,070.11	Bicknell	2,214.07
Spanish Fork	39,938.34	Loa	3,038.91
Springville	49,308.43	Torrey	1,082.77
Woodland Hills	1,085.52	Sub Total	\$143,205.96
Sub Total	\$1,008,568.03		
Wasatch	\$ 57,387.21	Weber	\$111,850.73
Charleston	2,055.56	Harrisville	5,298.90
Heber	19,494.07	Huntsville	3,930.19
Midway	6,716.86	North Ogden	37,067.21
Park City (Part)	1.71	Ogden	269,217.76
Soldiers Summit	273.88	Plain City	10,711.22
Wallisburg	1,551.27	Pleasant View	15,729.52
Sub Total	\$ 87,480.56	Riverdale	19,064.59
		Roy	77,532.12
		South Ogden	45,730.50
		Uintah	3,543.36
		Washington Terrace	32,815.71
		Sub Total	\$632,491.81

FY 1981

Counties	\$6,248,798.96
Cities	<u>4,609,983.04</u>
Total	\$10,858,782.00